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AFML ltr 7 May 1970

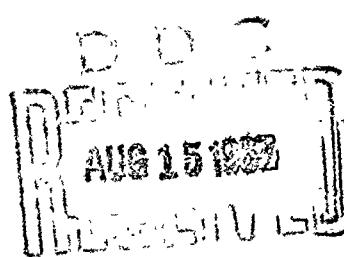
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AD818416

August 15, 1967
DMIC Memorandum 224

REVIEW OF ALLOYS AND FABRICATING METHODS
USED FOR TACTICAL MISSILE MOTOR CASES

DEFENSE METALS INFORMATION CENTER
BATTELLE MEMORIAL INSTITUTE
COLUMBUS, OHIO 43201



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3. To assist the Government agencies and their contractors in developing technical data required for preparation of specifications for the above materials.
4. On assignment, to conduct surveys, or laboratory research investigations, mainly of a short-range nature, as required, to ascertain causes of troubles encountered by fabricators, or to fill minor gaps in established research programs.

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REVIEW OF ALLOYS AND FABRICATING METHODS USED FOR TACTICAL-MISSILE MOTOR CASES

J. E. Campbell*

SUMMARY

This memorandum discusses alloys used for motor cases for 21 solid-propellant and four liquid-propellant missiles of the tactical type. Early solid-propellant-missile motor cases were usually fabricated of AISI 4130 steel and were often not heat treated. Since then, there has been a trend toward use of higher strength alloy steels — primarily AISI 4340 and D6ac — and the cases have been heat treated to 200,000 to 250,000-psi tensile strength. In recent developments, maraging steels are being considered for the motor cases and other components of new missiles because of the ease of shear spinning, heat treating, etc. The trend toward higher strength motor-case materials is reasonable so long as the fabricators can demonstrate capabilities for "inspecting out" flaws that approach critical size and that are larger than critical size. Fabrication procedures also have advanced from the roll-and-weld technique to deep-drawing and shear-spinning techniques that provide definite advantages for production of missile cases.

Alloy steels and aluminum alloys have been used for liquid-propellant motor cases of "pre-packaged propellant" design. Use of titanium alloys for production motor cases is limited to cases for the second stage of the Minuteman missile.

INTRODUCTION

A number of inquiries have been received by the Defense Metals Information Center for information on alloys and fabricating methods for motor cases for tactical missiles. This memorandum summarizes available information on missile motor cases that are in either development or production phases. Data on alloys used for motor cases of specific tactical missiles, obtained through a DMIC survey of the missile project offices, are given in the Appendix. For the reader's convenience, basic missile data from the March 6, 1967 issue of Aviation Week and Space Technology are included. Because improvements are frequently made in design, material selection, fabrication procedures, missile performance, etc., the status of any of these motor cases may change over a period of time. For example, the trend toward the use of higher strength alloys for solid-propellant rocket motor cases is evident in the changes which have already been made in the choice of materials.

The early missile motor cases were often made of AISI 4130 steel rolled and welded or flow turned from a forged ring. In some instances, the cases were not heat treated after fabrication. However, because of requirements for lower inert-weight and the resulting increased service stresses, heat treatments were established for AISI 4130 steel motor cases and motor cases of other low-alloy steels. Development of the early Polaris motor cases indicated a need for improved nondestructive testing procedures, improved welding procedures, and a better understanding of fracture toughness requirements in high-strength pressure vessels. Certain improvements have been made in these areas over the past 9 or 10 years.

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Minimum weight of the inert components of missiles is desired from the standpoint of transportation, the amount of ordnance that can be carried by a single aircraft, and the potential range of the missile. As a consequence, most motor cases designed for more recent missiles are being made of high-strength materials such as D6ac steel, maraging steels, solution-treated-and-aged Ti-6Al-4V alloy, and glass-fiber composites. (Glass-fiber cases are not considered in this memorandum.) The only production missile motor case for which the Ti-6Al-4V alloy is used is the second stage of the Minuteman.* Its use is limited because of cost factors. Aluminum alloys are used for several missile motor cases such as the Lance (2024-T6 alloy) and the Zuni (7075-T6 alloy). Motor cases in most of the other tactical missiles are fabricated from alloy steels.

USE OF MARAGING STEELS FOR MISSILE CASES

Maraging steels have been used for large boosters of 120- and 260-inch diameter in several programs involving successful test firings with solid propellants.(1,2)** Maraging steels were selected for the large boosters because of their ease of forming in the annealed condition, the relatively simple aging treatment for developing comparatively high strength levels in thick sections, good weldability under controlled conditions, feasibility of localized aging of weld areas, and good toughness.

These advantages also apply to the manufacture of smaller tactical-missile motor cases. The work-hardening coefficient of the alloy is lower than that of other alloy steels. Thus, deep drawing and shear spinning are feasible processes for forming cylindrical shapes of the maraging steels. Ring forgings or rolled-and-welded plate preforms may be used as blanks for shear spinning cylindrical sections. Cold working actually adds to the strength level that can be achieved on aging. However, the cold-working effect is eliminated in the heat-affected zones at welds. Aging at 900 F to develop maximum tensile properties causes little if any distortion from warping and almost negligible change in dimensions from the age-hardening reaction. Also, there is no decarburization. Fracture toughness of the aged alloy at a given strength level is higher than that of other alloy steels. A partial list of applications of maraging steels for missile motor cases is presented in Table I.

Because of the advantages noted above, there is a tendency for designers to select the 300 grade (280,000 to 290,000-psi yield strength, or higher for the cold-worked alloy) of maraging steel. If the 300 grade is selected, the fabricator should demonstrate a capability for detecting flaws near critical size by production nondestructive-testing techniques. Accurate techniques for estimating critical flaw sizes in thin shells at certain

*Titanium alloys have been used in experimental fabrication of solid-propellant motor cases, such as Pershing and Alcor.

**References are given on page 3.

TABLE 1. SELECTED APPLICATIONS OF MARAGING STEELS FOR MISSILE MOTOR CASES^(a)

Name of Missile	Contractor	Case Dimensions			Quantity Produced	Alloy Grade	Forming Process	Yield Strength, ksi	Tensile Strength, ksi	Status
		Diam, in.	Length, in.	Wall Thickness, in.						
Condor	Bostrom	--	--	--	--	300	Shear spin	--	--	Development
Condor	Thiokol, RMD	17	--	--	--	250	Shear spin	--	--	Development
Lance	Coast Metal Craft	15.28	Bell-shaped thrust chamber		300+	250	Roll and weld (EBW), contoured to size	250	--	Production
Minuteman 1st Stage	Allison (subscale)	24	48	0.120	--	300	Shear spin	285	--	Development
Minuteman 1st Stage	Curtiss-Wright Corp.	65	--	--	1	250/300	Shear spin	225/270	--	Development
Pershing	Intercontinental	39.82	78.55	--	1	250	Shear spin	--	--	Development
Pershing 2nd Stage	Curtiss-Wright Corp.	40	--	--	4	--	--	--	--	--
Redeye	Marquardt	2.5	26	--	1	300	Roll and weld ring, shear spin	270	--	Development
Redeye	Missile Engrg	2.5	24	--	several	?	Roll extrusion	--	--	Development
Tow	General Electric	2.75	24	--	9	300	Shear spin	280	--	Development
Tow	Norris-Thermador	5.75 2.5	5 17	0.220 0.070	100+ 100+	250 300	Deep draw Deep draw	-- --	310- 320	Development Development

(a) Coleman, A. A., "High-Strength Maraging Steels for Tactical Missile Rocket Motors", Report R-4384, Rocketdyne Division, North American Aviation, Inc., Solid Rocket Division, McGregor, Texas (July 13, 1966).

strength levels and proof pressures are not well established, since methods for plane-stress fracture-toughness testing have not been standardized. However, prototype cases containing small intentional flaws produced by electrical-discharge machining may be subjected to proof tests. If the nondestructive testing methods used are capable of detecting all flaws near critical size and larger,* the material selection would appear to be satisfactory. If not, a lower strength, tougher alloy should be evaluated in the same way.

Vacuum-remelted alloy steels tend to be tougher than corresponding air-melted alloy steels, which also may be true of the maraging steels. However, if air-melted maraging steels have adequate toughness for a given application, the higher cost of vacuum-remelted alloys of the same grades would not be warranted, even though they may be tougher. Information is being sought on this question for a future Defense Metals Information Center report. For a specific motor-case design, air-melted maraging steel certainly may be used for prototype cases. These cases then can be proof tested with and without intentional flaws, as suggested above, to arrive at an apparent critical flaw size. It is suggested that this technique be used to verify critical-crack-size estimates even after the state of the art has advanced to the point where reasonably accurate critical-crack-size estimates can be made. This practice will aid in developing confidence in the NDT methods and should lead to fewer failures on proof testing. If it is found that the air-melted alloys have adequate toughness, the extra expense of the vacuum-melted alloys could be avoided.

*A critical-size flaw is the smallest size that will initiate fracture of a given material at a given strength level at a specified proof stress for a definite wall thickness, orientation, and service temperature.

OTHER ALLOY STEELS FOR MISSILE MOTOR CASES

Following the trend for developing missile motor cases with higher strengths than could be obtained with AISI 4130 steel, steels having higher carbon contents and higher hardenabilities have been used in more recent missile designs. Modifications of AISI 4340 steel or D6ac steel are being used in many current motor cases for tactical missiles. Cases of these alloy steels are usually fabricated by the roll-and-weld technique or by shear spinning. Forged end closures are then welded onto the cylindrical sections.

To develop high strength levels in these steels, heat treating, which consists of austenitizing, quenching, and tempering, is required. In some instances, hot-salt-bath quenching has been used to minimize quenching distortion on heat treating. Special fixturing is usually necessary to minimize distortion of thin-wall cases during the high-temperature austenitizing treatment. Special furnace atmospheres also are required to prevent or minimize decarburization. These special processing procedures have been developed successfully to meet the requirements of high-strength missile motor cases produced from low-alloy steels. D6ac alloy steel has been fabricated for the cylindrical section of the Shillelagh missile by ausforming techniques, which result in high strength and good toughness. The end closures are welded to the cylindrical sections by electron-beam welding.

The low-alloy martensitic steels can be obtained for substantially lower cost than other more highly alloyed steels such as the maraging or the HP-9Ni-4Co steels. However, for certain applications, the maraging steels may have specific advantages.

Use of the HP-9Ni-4Co steels for motor-case applications has been limited to large cases, specifically those 120 inches in diameter (Technology Week, p. 28, June 13, 1966). Plate of the

HP-9Ni-4Co-25 grade may be heat treated to 190,000-psi yield strength before forming. After heat treating, it is rolled into a cylindrical shape, welded at the longitudinal joint, and then roll extruded to final dimensions for the cylindrical portion of the case. This procedure results in a motor case of high strength and good toughness, requiring no heat treatment after fabrication. DMIC is not aware of any production fabrication of smaller motor cases for tactical missiles using HP-9Ni-4Co-25 steel by this technique.

Experimental missile motor cases have been produced by cryoforming Type 301 stainless steel. In this process, a preform of the case is produced by welding together cylindrical and conical shapes of annealed Type 301 stainless steel. The preform is submerged in and pressurized with liquid nitrogen (-320 F). A simple cylindrical die controls the outside diameter limit. During pressurizing, the shell is stretched about 12 percent, resulting in considerable cold working and strengthening. The weld areas are strengthened about the same as the parent metal. The strength levels achieved are competitive with the strength levels achieved in maraging steels.

3

Perlmutter, I., and DePierre, V., "Steels for Solid-Propellant Rocket-Motor Cases", Technical Report AFML-TR-64-356 (January, 1965).

Raymer, J. M., "Metastable Austenitic Forming of High Strength Pressure Vessels", AVCO Corporation, Report ML-TDR-64-174, Contract AF 33(657)-7955 (July, 1964).

"Design, Development and Fabrication of Ultra High Strength Solid Propellant Rocket Motor Cases", Curtiss-Wright Corporation, Final Technical Report RPL-TDR-64-114, Contract AF 04(611)-9064 (August, 1964).

Fowler, E. L., "Cold Forming of Maraging Steels", Machinery (April, 1965).

Gerberich, W. W., Williams, A. J., Martin, D. F., and Heise, R. E., "Ausform Fabrication and Properties of High Strength Alloy Steel", Philco Publication No. U-2355 (November 23, 1963).

Frank, R. G., and Zimmerman, W. F., Materials for Rockets and Missiles, The MacMillan Company, New York, New York (1959).

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- (1) "260-In.-Dia. Motor Feasibility Demonstration Program", Aerojet-General Corporation, Sacramento, California, Final Program Summary Report, NASA CR 72127, Contract NAS 3-6284 (April 8, 1966).
- (2) "Design, Fabrication, and Hydrotesting of a 120-Inch Diameter Pressure Vessel Using 18 Percent Ni Maraging Steel", Lockheed Propulsion Company, Redlands, California, Final Report RPL-TDR-64-82, Contract AF 04(611)-8525 (October 2, 1964).

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Ernestus, A. W., "Process Development for Internal Roll Extrusion of Large Rocket Motor Cases", NTW Missile Engineering, Inc., Report AFML-TR-66-114, Contract AF 33(657)-9754 (April, 1966).

Melville, A., "Metallurgical Evaluation of 18 Percent Nickel Maraging Steel (300 KSI Strength Level)", Thiokol Chemical Corporation; paper presented at Third Maraging Steel Project Review, Report RTD-TDR-63-4048 (November, 1963).

Sernka, R. P., "Spin Forge Processing of the 300 KSI Grade Maraging 18% Ni Steel", Lear-Sigler, Inc.; paper presented at the Third Maraging Steel Project Review, Report RTD-TDR-63-4048 (November, 1963).

APPENDIX A

DATA ON MISSILES AND MISSILE MOTOR CASES

APPENDIX A

DATA ON MISSILES AND MISSILE MOTOR CASESSolid-Propellant MissilesASROC

Designation RUR-5A
 Service USN
 Mission Antisubmarine
 Prime Contractor or Technical Director Honeywell

Missile Data

Overall Length, ft 15
 Maximum Body Diameter, in. 12 (span 2.5 ft)
 Total Launch Weight, lb 940
 Number of Stages (Motors) 1
 Motor Designation --
 Motor Contractor Naval Propellant Plant
 Propellant Type Solid extruded double base

Motor-Case Data

Case Material Steel
 Fabricating Methods Rolled and welded
 Case Length, in. 56.3
 Case Diameter, in. --
 Wall Thickness, in. 0.200
 Proof or Burst Pressure, psig --

Mechanical Properties of Case Material

Yield Strength, psi 160,000 minimum
 Tensile Strength, psi --
 Elongation, percent 8.9 minimum

References

Missile Propulsion Branch, Department of the Navy,
 Aviation Week (March 6, 1967).

Motor Case Data (continued)

Case Length, in. 19.355
 Case Diameter, in. 6.259 + 0.002
 Wall Thickness, in. 0.081 + 0.004
 Motor Length with Nozzle, in. 28.43

Mechanical Properties of Case Material

Yield Strength, psi 75,000
 Tensile Strength, psi 95,000
 Elongation, percent 10 minimum

References

Technical Services Section, Missile Support Branch,
 Hill Air Force Base, Utah

HAWK

Designation MIM-23A
 Service Army
 Mission Surface to air
 Prime Contractor or Technical Director Raytheon

Missile Data

Overall Length, ft 16
 Maximum Body Diameter, in. 14
 Total Launch Weight, lb 1300
 Number of Stages (Motors) 1 (dual thrust)
 Motor Designation M-22E8
 Motor Contractor Aerojet
 Propellant Type Polyurethane + NH₄ClO₄
 Maximum Range, nautical miles 22

Motor-Case Data

Case Material AISI 4132 steel
 Fabricating Methods Roll and weld
 Case Length, in. 85
 Case Diameter, in. --
 Wall Thickness, in. 0.093 to 0.105

Mechanical Properties of Case Material

Yield Strength, psi 170,000 to 175,000
 Tensile Strength, psi 180,000 to 200,000
 Elongation, percent 10-12

References

Hawk Project Manager's Office, Redstone Arsenal;
 Aviation Week (March 6, 1967)

MINUTEMAN II

Designation LGM-30F
 Service USAF
 Mission Surface to surface
 Prime Contractor or Technical Director AFSC/BSD, Boeing

Motor Case Data

Case Material AISI 4130 (MIL-S-18729) steel,
 annealed
 Fabricating Methods Drawn and machined
 for attachments

FALCON

Designation AIM 4G
 Service USAF
 Mission Air to air
 Prime Contractor or Technical Director Hughes

Missile Data

Overall Length, ft	6.77
Maximum Body Diameter, in.	6.64
Total Launch Weight, lb	145
Number of Stages (Motors)	1
Motor Designation	M-46
Motor Contractor	Thiokol
Propellant	Polysulfide, Al + NH ₄ ClO ₄

Motor Case Data

Missile Data

Overall Length, ft 60
 Maximum Body Diameter, in. 65.5
 Total Launch Weight, lb --
 Number of Stages (Motors) 3

Motor Designation	Stage I	Stage II	Stage III
TU-122	XSR-19-	M-57	
	AJ1		
Motor Contractor	Thiokol	Aerojet	Hercules
Propellant Type	Solid	Solid	Solid
	com- posite	com- posite	double base
Maximum Range, nautical miles			7000 +

Motor-Case Data

Case Material	D6ac steel	Ti-6Al-4V	Glass fiber composite
Fabricating Methods	Shear form	Shear form, STA, (a) weld, re-age	Fiber wrapping
Case Length, in. (b)	222.6 / 257.9	108.7 / 122.5	61.8 / 69.5
Case Diameter, in.	--	--	--
Wall Thickness, in.	--	--	--

Mechanical Properties of Case Material

Yield Strength, psi	--	--	--
Tensile Strength, psi	--	--	--
Elongation, percent	10	8	--

References

Headquarters Ballistic Systems Division (AFSC),
 Norton Air Force Base, California; Aviation Week
 (March 6, 1967)

- (a) Solution treat and partial age. Complete aging follows the welding.
- (b) Skirt to skirt/forward dome to nozzle flange.

PERSHING

Designation	MGM-31A
Service	Army
Mission	Battlefield support
Prime Contractor or Technical Director	Martin/Orlando

Missile Data

Overall Length, ft	30.61
Maximum Body Diameter, in.	40.15
Total Launch Weight, lb	10,252
Number of Stages (Motors)	2
Motor Designation	TX-174 (XM-105), TX-175 (XM-106)
Motor Contractor	Thiokol
Propellant Type	PBAA composite (hydrocrabon, aluminum, and NH_4ClO_4)
Maximum Range, nautical miles	400

Motor-Case Data

Case Material	D6ac steel
Fabricating Methods	Hydro-spun cylindrical sections with welded end closure

First Stage	Second Stage
Case Length, in. 102.6	96.0
Case Diameter, in. 40	40
Wall Thickness, in. 0.090	0.068

Mechanical Properties of Case Material

Yield Strength, psi	--
Tensile Strength, psi	195,000 to 220,000
Elongation, percent	6

References

Pershing Project Manager's Office, Redstone Arsenal;
 Aviation Week (March 6, 1967)

PHOENIX

Designation	AIM-54A
Service	USN
Mission	Air to air
Prime Contractor or Technical Director	Hughes

Missile Data

Overall Length, ft	14
Maximum Body Diameter, in.	15
Total Launch Weight, lb	1000
Number of Stages (Motors)	1
Motor Designation	MK 47 Mod 0
Motor Contractor	NAA/Rocketdyne
Propellant Type	Solid composite

Motor-Case Data

Case Material	Ladish D6ac steel
Fabricating Methods	Machined forgings formed by shear spinning
Case Length, in.	41.4
Case Diameter, in.	14.7
Wall Thickness, in.	0.043
Case Weight, lb	32.89

Mechanical Properties of Case Material

Yield Strength, psi	--
Tensile Strength, psi	200,000 to 225,000
Elongation, percent	--
Reduction in Area, percent	--

References

Missile Propulsion Branch, Department of the Navy;
 Rocketdyne, Solid Rocket Division, McGregor, Texas;
 Aviation Week (March 6, 1967)

REDEYE

Designation	FIM-43A
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General Data (continued)

Service Army
Mission Surface to air
Prime Contractor or Technical General Dynamics/
Director Pomona

Missile Data

Overall Length, ft 4
Maximum Body Diameter, in. 2.77
Total Launch Weight, lb 18
Number of Stages (Motors) 2
Motor Designation XM-99
Motor Contractor Atlantic Research
Propellant Type Arcite

Motor-Case Data

Case Material H-11 steel
Fabricating Methods Deep draw(a)
(Fabricator is Norris
Industries)
Case Length, in. 24
Case Diameter, in. --
Wall Thickness, in. 0.020

Mechanical Properties of Case Material

Yield Strength, psi 190,000
Tensile Strength, psi --
Elongation, percent 4.5

References

Redeye Project Office, Redstone Arsenal; Aviation Week (March 6, 1967)

(a) The motor case has been fabricated in small quantities by the roll-extrusion process of NTW Missile Engineering Company. Motor cases of both H-11 steel and maraging steel have been fabricated by this method.

SERGEANT

Designation MGM-29A
Service Army
Mission Battlefield support
Prime Contractor or Technical Director Sperry Utah Company

Missile Data

Overall Length, ft 33.5
Maximum Body Diameter, in. 31
Total Launch Weight, lb 10,000
Number of Stages (Motors) 1
Motor Designation XM-100
Motor Contractor --
Propellant Type Polysulfide ammonium perchlorate

Maximum Range, nautical miles 75

Motor-Case Data

Case Material AISI 4130 steel
Fabricating Methods Roll and weld fabrication

Motor-Case Data (continued)

Case Length, in. 170 (motor length
195 in.)
Case Diameter, in. 31
Wall Thickness, in. 0.109

Fins are AZ91-T6 magnesium alloy castings. Jet vanes are glass fiber-phenolic resin composite with molybdenum (AMS 7805) leading edges.

Mechanical Properties of Case Material

Yield Strength, psi 135,000
Tensile Strength, psi 165,000 to 195,000
Elongation, percent 6 to 7 (MIL-H-6875)

References

U. S. Army Missile Command, Redstone Arsenal, Alabama; Aviation Week (March 6, 1967)

SHILLELAGH

Designation XMGM-51B
Service Army
Mission Battlefield support
Prime Contractor or Technical Director Philco Aeronutronic

Missile Data

Overall Length, ft 3.8
Maximum Body Diameter, in. 5.95
Total Launch Weight, lb 61.54
Number of Stages (Motors) 1 + control reaction jets
Motor Designation --
Motor Contractor Picatinny Arsenal, Amoco Chemicals Solid (N5 and LFT3A)
Maximum Range, nautical miles 10

Motor-Case Data

Case Material Type D6ac alloy steel
Fabricating Methods Tubing, cut to length, EB welded, and finish machined
Case Length, in. 16.29
Case Diameter, in. 5.95
Wall Thickness, in. 0.040 (short chamber)
Proof Pressure, psig 0.047 (long chamber)
2200 (30 seconds minimum) for short chamber and 2000 (5 seconds minimum) for long chamber

Mechanical Properties of Case Material

Yield Strength, psi 185,000 minimum
Tensile Strength, psi 210,000 minimum
(210,000 to 230,000)
Elongation, percent in 2 in. 5 minimum (transverse)
Hardness RC 42 to RC 48

Mechanical Properties of Case Material (continued)

<u>Heat Treatment</u>	Preheat to 1150 F, austenitize at 1650 F for 30 minutes, salt quench to 400 F for 5 minutes, temper at 1025 F twice for 2 + 2 hours	<u>Missile Data</u>
		Overall Length, ft 9.5
		Maximum Body Diameter, in. 5
		Total Launch Weight, lb 195
		Number of Stages (Motors) 1
		Motor Designation Mk 36 Mod 2 and 5
		Motor Contractor NAA/Rocketdyne
		Propellant Type Solid-composite polybutadiene carboxyl termina- tion

References

Project Manager, Shillelagh, Redstone Arsenal;
 "Electron Beam Spurs Shillelagh-Making", Steel,
 p. 58 (March 21, 1966).

SHRIKE

<u>Designation</u>	AGM-45A
<u>Service</u>	USN, USAF
<u>Mission</u>	Air to surface
<u>Prime Contractor or Technical Director</u>	Naval Ordnance Test Station, Texas Instruments, Sperry-Farragut

Missile Data

Overall Length, ft	12
Maximum Body Diameter, in.	8
Total Launch Weight, lb	400
Number of Stages (Motors)	1
Motor Designation	Mk39 Mod 3
Motor Contractor	NAA/Rocketdyne, Aerojet
Propellant Type	Solid composite

Motor Case Data

<u>Case Material</u>	AISI 4130 steel
<u>Fabricating Methods</u>	Rolled and welded or deep drawn
Case Length, in.	48.2
Case Diameter, in.	8.0
Wall Thickness, in.	0.052 to 0.060
Case Weight, lb	22.6

Mechanical Properties of Case Material

Yield Strength, psi	170,000
Tensile Strength, psi	185,000 to 205,000
Elongation, percent	8 minimum

References

Missile Propulsion Branch, Department of the Navy;
 Rocketdyne, Solid Rocket Division, McGregor, Texas;
 Aviation Week (March 6, 1967)

SIDEWINDER

<u>Designation</u>	AIM-9C and 9D
<u>Service</u>	USN
<u>Mission</u>	Air to air
<u>Prime Contractor or Technical Director</u>	Naval Ordnance Test Station, Philco, Raytheon

Missile Data

Overall Length, ft	9.5
Maximum Body Diameter, in.	5
Total Launch Weight, lb	195
Number of Stages (Motors)	1
Motor Designation	Mk 36 Mod 2 and 5
Motor Contractor	NAA/Rocketdyne
Propellant Type	Solid-composite polybutadiene carboxyl termina- tion

Maximum Range, nautical miles

10

Motor-Case Data

<u>Case Material</u>	AISI 4130 steel
<u>Fabricating Methods</u>	Deep drawn and welded
Case Length, in.	70.9
Case Diameter, in.	5.01
Wall Thickness, in.	0.060 ± 0.003
Case Weight, lb	24
Burst Pressure, psig	3500

Mechanical Properties of Case Material

Yield Strength, psi	--
Tensile Strength, psi	160,000 minimum
Elongation, percent	6 minimum

References

Missile Propulsion Branch, Department of the Navy;
 Rocketdyne, Solid Rocket Division, McGregor, Texas;
 Aviation Week (March 6, 1967)

SPARROW III-6B

<u>Designation</u>	AIM-7E
<u>Service</u>	USN, USAF
<u>Mission</u>	Air to air
<u>Prime Contractor or Technical Director</u>	Raytheon

Missile Data

Overall Length, ft	12
Maximum Body Diameter, in.	8
Total Launch Weight, lb	400
Number of Stages (Motors)	1
Motor Designation	Mk 38 Mod 2
Motor Contractor	NAA/Rocketdyne, Aerojet
Propellant Type	Solid composite
Maximum Range, nautical miles	12

Motor-Case Data

<u>Case Material</u>	AISI 4130 steel
<u>Fabricating Methods</u>	Rolled and welded or deep drawn
Case Length, in.	48.2
Case Diameter, in.	8.0
Wall Thickness, in.	0.052 to 0.060
Case Weight, lb	22.6

Mechanical Properties of Case Material

Yield Strength, psi	170,000
Tensile Strength, psi	185,000 to 205,000
Elongation, percent	8 minimum

References

Missile Propulsion Branch, Department of the Navy;
Rocketdyne, Solid Rocket Division, McGregor, Texas;
Aviation Week (March 6, 1967)

STANDARD MISSILE, TYPE I-MR
(MR for medium range)

Designation	YRIM-66A
Service	USN
Mission	Surface to air
Prime Contractor or Technical Director	General Dynamics/ Pomona

Missile Data

Overall Length, ft	15
Maximum Body Diameter, in.	13.5
Total Launch Weight, lb	1406
Number of Stages (Motors)	1 (dual thrust)
Motor Designation	Mk 27 Mod 2
Motor Contractor	Aerojet-General
Propellant Type	Solid composite dual burning
Maximum Range, nautical miles	10 + (tartar replacement)

Motor-Case Data

Case Material	AMS 6429 steel (4340)
Fabricating Methods	Rolled and welded or shear formed, forged ends
Case Length, in.	90
Case Diameter, in.	13.5
Wall Thickness, in.	0.110 to 0.115

Mechanical Properties of Case Material

Yield Strength, psi	190,000
Tensile Strength, psi	210,000
Elongation, percent	12

References

Missile Propulsion Branch, Department of the Navy;
Surface Missile Systems Project Office, Department
of the Navy; Aviation Week (March 6, 1967)

STANDARD MISSILE, TYPE I-ER
(ER for extended range)

Designation	YRIM-67A
Service	USN
Mission	Surface to air
Prime Contractor or Technical Director	General Dynamics/ Pomona

Missile Data

Overall Length, ft	27
Maximum Body Diameter, in.	18
Total Launch Weight, lb	3000
Number of Stages (Motors)	2

Missile Data (continued)

Motor Designation	Mk 30 Mod 1, Mk 30 Mod 2
Motor Contractor	Atlantic Research
Propellant Type	Solid (both stages)
Maximum Range, nautical miles	30+ (terrier replacement)

Motor-Case Data

Case Material	AISI 4130 and 4140 steel
Fabricating Methods	Slip-rolled cylinders, forged ends, welded
Case Length, in.	Booster Sustainer 131.26 55.84
Case Diameter, in.	-- 13.5
Wall Thickness, in.	0.087 to 0.063 to 0.099 0.068

Mechanical Properties of Case Material

Yield Strength, psi	75,000	75,000
Tensile Strength, psi	95,000	95,000
Elongation, percent	12	12

References

Missile Propulsion Branch, Department of the Navy;
Surface Missile Systems Project Office, Department
of the Navy; Aviation Week (March 6, 1967)

SUBROC

Designation	UUM-44A
Service	USN
Mission	Antisubmarine
Prime Contractor or Technical Director	Goodyear Aerospace

Missile Data

Overall Length, ft	21
Maximum Body Diameter, in.	21
Total Launch Weight, lb	4000
Number of Stages (Motors)	1
Motor Designation	TE-260G (Mk 45 Mod o)
Motor Contractor	Thiokol
Propellant Type	Solid composite polyurethane

Motor-Case Data

Case Material	AISI 4132 steel
Fabricating Methods	--
Case Length, in.	137
Case Diameter, in.	--
Wall Thickness, in.	0.219

Mechanical Properties of Case Material

Yield Strength, psi	--
Tensile Strength, psi	--
Elongation, percent	--

References

Missile Propulsion Branch, Department of the Navy;
Aviation Week (March 6, 1967)

TALOS

Designation RIM-8E
 Service USN
 Mission Surface to air
 Prime Contractor or Technical Director Bendix

Missile Data

Overall Length, ft 32
 Maximum Body Diameter, in. 36
 Total Launch Weight, lb 7700
 Number of Stages (Motor) 2

Motor Designation	Booster Mk 11 Mod 5	Sustainer (Ramjet)
Motor Contractor	Naval Propellant Plant	Bendix, McDonnell
Propellant Type	Solid double base	Ramjet JP-5
Maximum Range, nautical miles	65+	

Motor-Case Data

Case Material AISI 4130, 4140 steel --
 Fabricating Methods Stamped and drawn or welded --
 Case Length, in. 101.5 101
 Case Diameter, in. -- --
 Wall Thickness, in. 0.150 to 0.165 --

Mechanical Properties of Case Material

Yield Strength, psi 160,000 minimum --
 Tensile Strength, psi 185,000 minimum --
 Elongation, percent 7 minimum --

References

Missile Propulsion Branch, Department of the Navy; Aviation Week (March 6, 1967)

Motor-Case Data

Case Material AISI 4135 steel
 Fabricating Methods Shear-formed cylinder, forged end closures
 Case Length, in. 81.8
 Case Diameter, in. 13.5
 Wall Thickness, in. 0.105 to 0.115
 Proof or Burst Pressure, psig 2560 (burst)

Mechanical Properties of Case Material

Yield Strength, psi 75,000
 Tensile Strength, psi 95,000
 Elongation, percent 12

References

Missile Propulsion Branch, Department of the Navy; Aviation Week (March 6, 1967)

TERRIER (HT)

Designation RIM-2E
 Service USN
 Mission Surface to air
 Prime Contractor or Technical Director General Dynamics/ Pomona

Missile Data

Overall Length, ft 27
 Maximum Body Diameter, in. 18
 Total Launch Weight, lb 3000
 Number of Stages (Motors) 2

Motor Designation	Booster MK 12 Mod 1	Sustainer Mk 30 Mod 2
Motor Contractor	Naval Propellant Plant	Atlantic Research
Propellant Type	Solid	(polyrinal chloride + NH ₄ ClO ₄)
Maximum Range, nautical miles	--	20+

Motor-Case Data

Case Material AISI 4130, 4140 steel
 Fabricating Methods Slip-rolled cylinders, welded, forged end closures
 Case Length, in. 131.26 55.84
 Case Diameter, in. -- 13.5
 Wall Thickness, in. 0.087 to 0.063 to 0.099 0.068

Mechanical Properties of Case Material

Yield Strength, psi 75,000 75,000
 Tensile Strength, psi 95,000 95,000
 Elongation, percent 12 12

References

Missile Propulsion Branch, Department of the Navy; Aviation Week (March 6, 1967)

TARTAR

Designation RIM-24B
 Service USN
 Mission Surface to air
 Prime Contractor or Technical Director General Dynamics/ Pomona

Missile Data

Overall Length, ft 15
 Maximum Body Diameter, in. 13.5
 Total Launch Weight, lb 1425
 Number of Stages (Motors) 1 (dual thrust)
 Motor Designation Mk 27 Mod 2
 Motor Contractor Aerojet
 Propellant Type Dual-burning solid composite
 Maximum Range, nautical miles 10+

Mechanical Properties of Case Material

Yield Strength, psi 75,000 75,000
 Tensile Strength, psi 95,000 95,000
 Elongation, percent 12 12

References

Missile Propulsion Branch, Department of the Navy; Aviation Week (March 6, 1967)

Motor-Case Data (continued)

TOW

Designation	XMGM-71A	Fabricating Methods	Booster	Sustainer	Vectoring Motor
Service	Army		Rolled, seam welded	--	--
Mission	Battlefield support				
Prime Contractor or Technical Director	Hughes				
<u>Missile Data</u>					
Overall Length, ft	--				
Maximum Body Diameter, in.	--				
Total Launch Weight, lb	--				
Number of Stages (Motors)	2 chambers				
Motor Designation	K-41				
Motor Contractor	Hercules (cases fabricated at Norris Thermador)				
Propellant Type	Solid				
<u>Motor-Case Data</u>					
Case Material	18Ni (259)	18Ni (300)			
Fabricating Methods	Deep drawn	Deep drawn			
Case Length, in.	5.0	17			
Case Diameter, in.	5.75	2.5			
Wall Thickness, in.	0.220	0.070			
<u>Mechanical Properties of Case Material</u>					
Yield Strength, psi	--	--			
Tensile Strength, psi	250,000	310,000			
Elongation, percent	--	--			
<u>References</u>					
"High Strength Maraging Steels for Tactical Missile Rocket Motors", Rocketdyne Report R-4384; Aviation Week (March 6, 1967)					

ZUNI

Designation	Mk 41
Service	USN
Mission	Air to surface
Prime Contractor or Technical Director	Naval Ordnance Test Station, Naval Ammunition Depot
<u>Missile Data</u>	
Overall Length, ft	9.2
Maximum Body Diameter, in.	5.125
Total Launch Weight, lb	107
Number of Stages (Motors)	1
Motor Designation	--
Motor Contractor	--
Propellant Type	Solid standard X-8 (extruded)

ZEUS (DM 15X-2)

Designation	XLIM-49A
Service	Army
Mission	Surface to air
Prime Contractor or Technical Director	Bell Telephone Laboratories, Western Electric
<u>Missile Data</u>	
Overall Length, ft	50
Maximum Body Diameter, in.	--
Total Launch Weight, lb	--
Number of Stages (Motors)	3
<u>Motor-Case Data</u>	
Motor Designation	TX-135
Motor Contractor	Thiokol
Propellant Type	Hydro-carbon, Al + NH ₄ ClO ₄
Maximum Range, nautical miles	--
Case Material	AISI 4340 steel

Motor-Case Data

Case Material	7075-T6 aluminum alloy
Fabricating Methods	Deep drawn
Case Length, in.	61.698
Case Diameter, in.	5
Wall Thickness, in.	0.138

Mechanical Properties of Case Material

Yield Strength, psi	66,000
Tensile Strength, psi	77,000
Elongation, percent	7 minimum

References

Missile Propulsion Branch, Department of the Navy; Aviation Week (March 6, 1967)

Liquid-Propellant MissilesBULLPUP A and B

Designation AGM-12B, AGM-12C
 Service USN
 Mission Air to surface
 Prime Contractor or Technical Director Maxson Electronics, Martin Company

Missile Data

Overall Length, ft	<u>12B</u> 11	<u>12C</u> 13.5	Yield Strength, psi	--
Maximum Body Diameter, in.	12	18	Tensile Strength, psi	--
Total Launch Weight, lb	575	1800	Elongation, percent	--
Number of Stages (Motors)	1	1	<u>References</u>	
Motor Designation	LP52-RM 4	LR62-RM-2	Thiokol, Reaction Motors Division; Aviation Week	
Motor Contractor	Thiokol/ RMD	Thiokol/ RMD	(March 6, 1967)	
Propellant Type	Prepackaged liquid(a)	Prepackaged liquid(a)		
Maximum Range, nautical miles	6	9		

Motor-Case Data

Case Material	AISI 4130 steel	2014-T6 Al	Designation	XGMG-52A
Fabricating Methods	Stamped, drawn, welded	--	Service	Army
Case Length, in.	32.09	61	Mission	Battlefield support
Case Diameter, in.	12	17.3	Prime Contractor or Technical Director	Ling-Temco-Vought
Wall Thickness, in.	0.069	--		

Mechanical Properties of Case Material

Yield Strength, psi	75,000	--	Overall Length, ft	20
Tensile Strength, psi	95,000	--	Maximum Body Diameter, in.	22
Elongation, percent	12	--	Total Launch Weight, lb	3262
Reduction in Area, percent	---	--	Number of Stages (Motors)	Boost and sustain from one system

References

Missile Propulsion Branch, Department of the Navy; Aviation Week (March 6, 1967)

(a) MAF-1 (mixed amine fuel) and inhibited red fuming nitric acid.

CONDOR

Designation AGM-53A
 Service USN
 Mission Air to surface
 Prime Contractor or Technical Director North American Aviation, Inc. (Columbus Division)

Missile Data

Overall Length, ft	--	Yield Strength, psi	59,000 transverse 60,000 longitudinal
Maximum Body Diameter, in.	--	Tensile Strength, psi	67,000 transverse, 68,000 longitudinal
Total Launch Weight, lb	--	Elongation, percent	6
Motor Designation	Thiokol, Reaction Motors Division		
Motor Contractor	Prepackaged liquid		
Propellant Type			

Motor-Case Data

Case Material	Maraging steel
Fabricating Methods	Shear spinning
Case Length, in.	--
Case Diameter, in.	17
Wall Thickness, in.	--

Mechanical Properties of Case Material

Yield Strength, psi	--
Tensile Strength, psi	--
Elongation, percent	--

References

Thiokol, Reaction Motors Division; Aviation Week (March 6, 1967)

LANCE

Designation	XGMG-52A
Service	Army
Mission	Battlefield support
Prime Contractor or Technical Director	Ling-Temco-Vought

Missile Data

Overall Length, ft	20
Maximum Body Diameter, in.	22
Total Launch Weight, lb	3262
Number of Stages (Motors)	Boost and sustain from one system
Motor Designation	--
Motor Contractor	Rocketdyne
Propellant Type	Liquid (IRFNA & UDMH)

Motor-Case Data

Case Material	2014-T6
Fabricating Methods	Shear formed cylindrical shells, forged end closures, joined by electron-beam welding
Case Length, in.	111.5
Case Diameter, in.	22
Wall Thickness, in.	
0.336 + 0.005	

Mechanical Properties of Case Material

Yield Strength, psi	59,000 transverse 60,000 longitudinal
Tensile Strength, psi	67,000 transverse, 68,000 longitudinal
Elongation, percent	6

References

Lance Project Office, Redstone Arsenal; Aviation Week (March 6, 1967); "Lance Material Selection", Report MBE-63-2, Redstone Arsenal (October 1, 1963).

Other Tactical Missiles

No information beyond that already published in Aviation Week & Space Technology, March 6, 1967, was available because of security restrictions or because final decisions had not been reached on case material for the following missiles which presumably have metal cases:

Advanced Surface Missile System
Chaparral (Surface to air version of
Sidewinder)

Entac
Genie
Honest John
Lacrosse
Little John
Mauler (AMS 6434 cylinder, AISI 4130 end closures)
MAU
Nike-Hercules
Sam-D
SRAM
SS-10
SS-11
Teton

Ramjet and turbojet missiles are outside the scope of this report.

LIST OF DMIC MEMORANDA ISSUED
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DMIC Number	Title
203	Recent Information on Long-Time Creep Data for Columbium Alloys, April 26, 1965 (AD 464715)
204	Summary of the Tenth Meeting of the Refractory Composites Working Group, May 5, 1965 (AD 465260)
205	Corrosion Protection of Magnesium and Magnesium Alloys, June 1, 1965 (AD 469906)
206	Beryllium Ingot Sheet, August 10, 1965 (AD 470551)
207	Mechanical and Physical Properties of Invar and Invar-Type Alloys, August 31, 1965 (AD 474255)
208	New Developments in Welding Steels With Yield Strengths Greater Than 150,000 psi, September 28, 1965 (AD 473484)
209	Materials for Space-Power Liquid Metals Service, October 5, 1965 (AD 473754)
210	Metallurgy and Properties of Thoria-Strengthened Nickel, October 1, 1965 (AD 474854)
211	Recent Developments in Welding Thick Titanium Plate, November 24, 1965 (AD 477403)
212	Summary of the Eleventh Meeting of the Refractory Composites Working Group, April 1, 1966
213	Review of Dimensional Instability in Metals, June 23, 1966 (AD 481620)
214	Surface Welding in the Space Environment, June 9, 1966
215	Titanium - 1966 (Lectures Given at a Norair Symposium, March 28-29, 1966), September 1, 1966
216	Weldability of High-Strength Aluminum Alloys, August 22, 1966
217	A Survey of the Feasibility of an Analytical Approach to Die Design in Closed-Die Forging, June 1, 1966
218	Corrosion of Titanium, September 1, 1966
219	Vacuum-Degassed Steels From the Consumer's Viewpoint, September 15, 1966
220	The 9Ni-4Co Steels, October 1, 1966 (AD 801977)
221	First National Symposium of The Center for High-Energy-Rate Forming, November 1, 1966
222	Summary of the Twelfth Meeting of the Refractory Composites Working Group, April 1, 1967
223	Designations of Alloys for the Aerospace Industry, April 12, 1967

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1. ORIGINATING ACTIVITY (Corporate author) Defense Metals Information Center Battelle Memorial Institute 505 King Avenue, Columbus, Ohio 43201		2a. REPORT SECURITY CLASSIFICATION Unclassified
		2b. GROUP
3. REPORT TITLE Review of Alloys and Fabricating Methods Used for Tactical-Missile Motor Cases		
4. DESCRIPTIVE NOTES (Type of report and inclusive dates) DMIC Memorandum		
5. AUTHOR(S) (Last name, first name, initial) Campbell, J. E.		
6. REPORT DATE August 1, 1967	7a. TOTAL NO. OF PAGES 12	7b. NO. OF REFS 2
8a. CONTRACT OR GRANT NO. AF 33(615)-3408	9a. ORIGINATOR'S REPORT NUMBER(S) DMIC Memorandum 224	
b. PROJECT NO.		
c.	9b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)	
d.		
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11. SUPPLEMENTARY NOTES	12. SPONSORING MILITARY ACTIVITY United States Air Force Research and Technology Division Wright-Patterson Air Force Base, Ohio	
13. ABSTRACT <p>This memorandum discusses alloys used for motor cases for 21 solid-propellant and four liquid-propellant missiles of the tactical type. The factors involved in the choice of higher strength steels for solid-propellant motor cases are discussed, with particular emphasis on the problem of fracture toughness. Trends in the selection of alloys for missile motor cases are pointed out. An appendix provides detailed information on materials and fabrication methods used for selected missiles.</p>		

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14. KEY WORDS	LINK A		LINK B		LINK C	
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Tactical Missiles Motor Case Materials Maraging Steels Fracture Toughness Non-Destructive Testing						
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